



EI-454
CD

Public Meeting Comment Form

AB 167 Sub-No. 1095X, Consolidated Rail Corporation —
Abandonment Exemption — Lancaster and Chester Counties, PA

Added articles for Dr. Alan Petersen #18
6-8 PM 11/19/03

Thank you.

Alan S. Petersen, MD

Randy Gragg: 503-221-8575; randygragg@news.oregonian.com

» [Send This Page](#) | » [Print This Page](#)

MORE NEWS

- » [Oregon man among 17 killed in Black Hawk crash](#)
- » [An area ripe for change](#)
- » [Man who lost state aid cut off from ventilator](#)

[More Stories](#) | [14-Day Archive](#)

MORE FROM THE OREGONIAN

[Latest News](#) | [The Oregonian Links & Archives](#)

The Best Local Classifieds: [Jobs](#) | [Autos](#) | [Real Estate](#) | [Place An Ad](#)




Special home delivery offer for non-subscribers! Try us out for two weeks -
- on us! [Click Here!](#)

[About Us](#) | [Help/Feedback](#) | [Advertise With Us](#)

Use of this site constitutes acceptance of our [User Agreement](#). Please read our [Privacy Policy](#).
©2003 OregonLive.com. All Rights Reserved.





Dedicated to improving the health and health care of all Americans

Home | About Us | Applying for a Grant | Grantee Resources | Our Programs | Research Center | Publications | **Newsroom** | Sign In | Site Map

News Releases

Events

Perspectives

Profiles

Media Inquiries

Special Reports

Webcasts

TV Health Series

Health & Health Policy News


The Robert Wood Johnson Foundation Television Health Series

Study: Community Design Influences Health

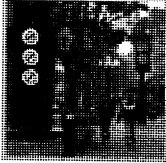
In a community where people are more likely to drive than to walk, residents are generally less physically active. And the less active residents of such spread-out or sprawling communities are, the more they weigh and the worse their health.

That's the main finding of an RWJF-funded study, "Relationship Between Urban Sprawl and Physical Activity, Obesity, and Morbidity," published in the American Journal of Health Promotion. That journal, together with the American Journal of Public Health, explores this problem -- otherwise known as sprawl -- in its September 2003 issue.


To learn more about sprawl and health, read our [interview with study author Reid Ewing, Ph.D.](#), an RWJF Web article about community design and physical activity -- featuring two multimedia presentations -- and use our interactive sprawl checklist to see how your community measures up. Plus check out our Television Health Series webcast, and our Web resources, including links to the journal articles.




SPRAWL CHECKLIST



CITIES PHOTO ESSAY



DESIGNING FOR ACTIVITY





WALKABILITY CHECKLIST


Advanced Search

To learn more about The Health Effects of Sprawl, visit the following:

- [Health and Sprawl Press Release](#)
- [The Health Effects of Sprawl](#)
- [Health and Sprawl Webcast](#)
- [Designing Activity into Our Daily Lives](#)
- [Walkability Checklist](#)
- [The Shape We're In](#)
- [RWJF Active Living Resource Center](#)
- [Measuring the Health Effects of Sprawl \(PDF\)](#)
- [Relationship Between Urban Sprawl and Physical Activity, Obesity, and Morbidity \(PDF\)](#)

 Printer-Friendly

 E-mail A Friend

 ↑A ↓A Change Font Size

© RWJF 2003 P.O. Box 2316 College Road East and Route 1 Princeton, NJ 08543 (888) 631-9989 [Directions](#) | [Contact Us](#) | [Web Policies](#) | [Privacy](#)

<http://www.rwjf.org/news/featureDetail.jsp?id=83&contentGroup=videos>

11/17/2003

Other researchers are finding links between mental well-being and the ability to walk -- particularly among the elderly. Oregon Health & Science University released a study last week on what keeps seniors active and walking in their neighborhoods. Sidewalks, access to parks and neighborhood shopping, proximity to bus service and MAX, and easy access to libraries and community centers all ranked as incentives to walking among the 60 individuals between ages 56-84 studied by researcher Yvonne Michael. Barriers included high traffic, poor sidewalks and absence of mass-transit service.

"For seniors," Michael said, "walking isn't just exercise, it's independence."

But her study also illustrated that there aren't easy urban planning solutions to health problems. Michael noted that her study group "consistently wasn't happy with increased density" because of traffic, the changing social fabric and the transience of apartment dwellers.

Mixed prospects Oregon has been a longtime leader in building communities that foster easy, daily physical activity, national and local health care officials say. They cite longtime statewide compact-growth policies such as urban growth boundaries and the Oregon Department of Transportation's decadelong program of adding bike lanes to all state highway improvements in cities.

Locally, such neighborhood shopping districts as Hawthorne, Fremont and Northwest 23rd Avenue, as well as the 40-Mile Loop hiking trail system, are routinely cited as healthful amenities.

But even in Portland, the worlds of public health and urban planning largely have spun in different orbits.

"Any discussion about the possible links has been mostly in academic circles," veteran city planner Susan Hartnett said. "There's nothing in our comprehensive plan about health."

Health though design State and local officials recently created the Oregon Coalition for Promotion of Physical Activity, an informal, intergovernmental information-sharing group. Other cities are taking even more aggressive measures to promote health through community design. Denver, for instance, now has a city health official advising its planning commission. California passed the Safe Routes to School Act explicitly to promote the walking habit among children.

On a federal level, however, promoting health in transportation and community design still has an uphill battle. On one hand, more than 100 congressmen have signed on for the Pedestrian and Cyclist Equity Act, a bill that would put sidewalks and bike trails on equal footing with roads in the upcoming omnibus federal transportation bill. If passed, according to Killingsworth, it would become the first time public health language helped to frame a federal transportation bill.

But in August, the House Appropriations Committee voted to eliminate longtime federally mandated funding for "enhancement programs" to the states. Such enhancements, accounting for around 2 percent of overall federal transportation spending, range from bicycle and pedestrian improvements to environmental impact studies. They have totaled more than \$6.6 billion in spending in the past 12 years.

"The frustration for me is the federal government won't look at this holistically," Rep. Earl Blumenauer, D-Ore., said. "These simple commonsense transportation options will do more to reduce health care costs in this country than any other single element."

Jackson and Killingsworth, however, think the revolution is already well under way on a local level. The Robert Wood Johnson Foundation received more than 900 applications -- 600 from local municipalities -- for a new \$5 million grant program to promote health in community design.

A consortium of TriMet, Metro and 1000 Friends of Oregon is one of 31 finalists vying for 25 of the \$200,000 grants.

Killingsworth, whose research/advocacy organization, Active Living By Design, is overseeing the program, says Portland's application is a strong contender.

"For us it would be interesting to bring the issue of active living to the gold standard," he says. "If it can't work well in Portland, what are the compelling reasons to do it elsewhere?"

Search
Subjects

PENNSYLVANIA
Department of Environmental Protection



Subscribe to the newsletter here:

Email Address:

Go!

☒ Add My Email Address ☐ Remove My Email Address

☒ HTML version ☐ Text version for wireless devices or text-based email readers.

Send this article to a friend.

Study Says Southeast Pa. Residents' Health Impacted by Sprawl

The Pennsylvania Environmental Council ^{in Sept} ~~this week~~ said a new national study finds residents of the most sprawling counties in southeastern Pennsylvania and southern New Jersey are more likely to be obese or have high blood pressure and that the increased risk is associated with living in automobile-oriented areas that discourage walking.

The peer-reviewed study, appearing in this month's edition of the American Journal of Health Promotion, found that residents of Salem County, N.J., and Chester County, Pa., are the most likely in the Metro Philadelphia region to be facing health problems related to sprawling development.

People who live in more sprawling counties are likely to walk less, weigh more and have higher blood pressure, according to the research, which was based on health data collected from more than 200,000 residents of 448 counties in major metropolitan areas across the United States.

"This study shows that building more compact communities with sidewalks and bike lanes may be important strategies in the fight against obesity, diabetes and hypertension," says James D. Plumb, MD, MPH, of Philadelphia's Thomas Jefferson University Hospital. "These diseases are major problems in our community, and helping people prevent them through increased physical activity is important to improving the public's health."

The study used national land use data to assign sprawl scores to counties and the results of an annual national health survey conducted by the Centers for Disease Control to investigate the health status of residents in those counties. In the Greater Philadelphia area, Salem County, N.J., and Chester County, Pa., were found to have the highest degrees of sprawl, while the City of Philadelphia was the most compact.

Calculations based on the study's findings show that residents of Salem and Chester Counties are expected to have a higher-than-average chance of being obese, while residents in Philadelphia have a lower-than-average chance. The study controlled for factors such as sex, age, education and race or ethnicity. Regional scores are available in a report based on the study's findings prepared by Smart Growth America and the Surface Transportation Policy Project.

Nationally, the study found that every 50-point increase in the degree of sprawl was associated with a weight gain of just over 1 pound for an average person. People in more sprawling areas walk less for exercise and weigh more whether or not they work out. The study says these results may indicate that people in more sprawling areas have fewer chances to stay fit through routine physical activity because they cannot walk to the store or other destinations close to their homes.

"We need to give people more choices, so they can walk or bike to get around rather than always driving and have easy access to outdoor recreation," says Janet Milkman, President/CEO of 10,000 Friends of Pennsylvania. "There are many older towns and city neighborhoods in our region that give residents those choices—we should be investing more in those communities or at least replicating them where we have to build new."

The report "The Health Effects of Sprawl" is available at www.smartgrowthamerica.org.

9/12/2003

Promotion, calls Portland the "gold standard for a region promoting active, healthy living."

"Historically," he says, "Portland has always led the way on how smart growth can be done."

Portland has long been the darling of so-called "New Urbanist" advocates of mass transit, denser neighborhoods and strict design controls to promote walking. But it now may find itself at the forefront of a movement by public health advocates to consider -- or actually reconsider -- urban planning.

Doctors and health advocates have often played important roles in the design of American cities. The father of American landscape architecture and the country's urban parks movement, Frederick Law Olmsted, was primarily a public health advocate, and he even served as director of what eventually became the Red Cross. The first housing-reform laws stemmed directly from the high incidence of tuberculosis and other communicable diseases in late 19th-century tenements.

Ironically, suburban sprawl, now seen as an evil by health advocates, started as the turn-of-the-century "Garden Cities" advocated by Englishman Ebenezer Howard as relief from what he called the "ulcers" of cities.

"There's a great tradition of medical leaders becoming involved in the built environment," said Dr. Richard J. Jackson, director of the Centers for Disease Control and Prevention's National Center for Environmental Health and editor of the American Journal of Public Health's special issue. "Most of the improvements of the quality and quantity of life have evolved more out of structural improvements to our environment rather than direct medical care."

Exercise's flabby outlook The statistics that bolster the latest healthy urban planning evangelism are compelling. Last week's sprawl-equals-obesity study has its shortcomings: Its sponsor, Smart Growth America, is an anti-sprawl advocacy group, and the study has yet to be corroborated by other scientific research. But it is supported by soaring rates of long-term chronic disease that doctors link to physical inactivity and air pollution: heart disease, diabetes, asthma, osteoporosis and depression.

As life expectancy continues to increase thanks to medical advances, Jackson and other public health officials see a health care funding crisis on the horizon. Medical costs associated with obesity alone are already topping \$117 billion annually, according to a study by the Centers for Disease Control and Prevention.

Meanwhile, only 25 percent of Americans get regular exercise, and another 25 percent get no exercise at all, according to the center. That has led Jackson and others to contend that persuading people to walk 30 minutes each day -- roughly 10,000 steps -- could save thousands of lives.

"Good-built environments won't cure obesity or any of these problems," he says. "But these diseases are going to be so huge in the 21st century, if we brought about 5 or 10 percent reduction, it's millions of lives affected."

But public health advocates say many Americans no longer have a choice to walk or bike because of the lack of sidewalks, connected streets and safe crosswalks, not to mention destinations such as shops, parks or transit stops within walking distance.

Jackson says members of his own advisory committee wearing pedometers have found they rarely can get in more than 4,000 steps a day in any but the most transit-oriented cities, such as New York, Washington and San Francisco.

Disappearing walks-The Centers for Disease Control has found that between 1990 and 2000 the number of Americans walking to work dropped from an already minuscule 3.9 percent to 2.9 percent. Americans use a car for more than 75 percent of their daily trips of less than a mile. Between 1977 and 1995, the number of trips that children (ages 5 to 15) took on foot or on their bikes declined 40 percent. Only 33 percent of children who live within a mile of school get there by foot or bike.

"We have so engineered out the opportunities to be physically active on a daily basis," said Jane Moore, chronic disease program manager with Oregon Health Services. "That's kids going to school. It's the bicycle trip to the library or to visit friends."



SEARCH The Oregonian Enter Keyword(s)

FIND A BUSINESS Enter Category

Home News Biz Local Sports Forums Chat Games Radio Living Entertainment

NEWS

The Oregonian

Click here to subscribe!

» More From The Oregonian News

Walking the Portland way

09/01/03

RANDY GRAGG

For more than a decade, Portland has proudly extolled its virtues as one of the most thoughtfully planned cities in the country.

"We planned; it worked," one of the city's mottoes goes.

▼ From Our Advertiser

But public health advocates say that Portland's small blocks, strong mass transit system, plentiful neighborhood shopping districts and copious bike and hiking trails deserve a rewrite:

"We planned; we're healthier."

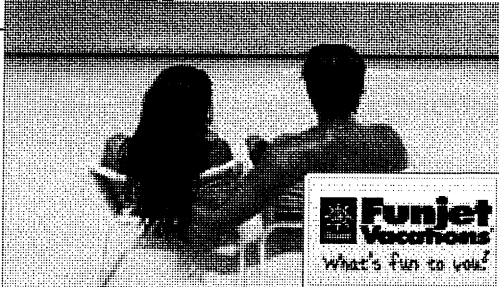
Last week, two of the nation's most influential health policy advocates -- the American Journal of Public Health and the American Journal of Health Promotion -- jointly published issues devoted to the relationship between urban planning and health. Packed with research and essays on topics ranging from the walking habits of older women to comparisons of bike safety in Europe and America, the two journals make a case that urban sprawl -- the dominant development pattern in the United States -- is making Americans sick, overweight, frail and unsafe.

Further bolstering the argument, the advocacy group Smart Growth America has released a study of more than 200,000 people living in 448 counties that links urban sprawl with obesity, high blood pressure and lack of regular exercise.

New York City's boroughs lead the way with the least sprawl and lowest levels of obesity and hypertension. Multnomah County ranked 24th.

Although the metro area's two other counties, Washington and Clackamas, ranked much lower, Richard Killingsworth, who edited the special issue of American Journal of Health

BRING A FRIEND SALE!



Sponsored By:

Standard TV & APPLIANCE

INSIDE

News

- » Today's headlines
- » Today's Photos
- » The Oregonian
- » NewsFlash
- » Weather
- » Live Traffic Report
- » News Obituaries
- » Pd. Death Notices
- » Opinion
- » Business
- » Columnists
- » Front Page
- » Photo Galleries
- » Regional Bulletins
- » Search
- » Special Reports

» SEND THIS PAGE

» PRINT THIS PAGE

SPEAK UP!

- » Town Square
- » Oregon Forum
- » Wild Talk
- » More Forums

» Log On to ChatXtra!

NEWSLETTERS

- » Sign up for daily news updates

CLASSIFIEDS

Get The Best Local...

Jobs | Autos | Real Estate

All Classifieds | Place An Ad



Real People. Real Answers. Real Quick.

COUNTRY

Insurance & Financial Services

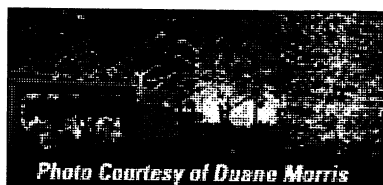


Photo Courtesy of Duane Morris

FROM OUR ADVERTISERS

- >> Power your resume
- >> Find your dream home
- >> Super deals on new wheels!

» Advertise With Us